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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR

REPORT

SUBJECT Sketches of Parts of TU-104

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REFERENCES

25X1

DATE OF INFO.

PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

four sketches, covering parts of the TU-104

- No. 1 - Static Dischargers
- No. 2 - Landing Gear Well
- No. 3 - Possible Temperature Measuring Instrument
- No. 4 - Measurements of Engine

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

INFORMATION REPORT INFORMATION REPORT

Static dischargers on USSR TU-104

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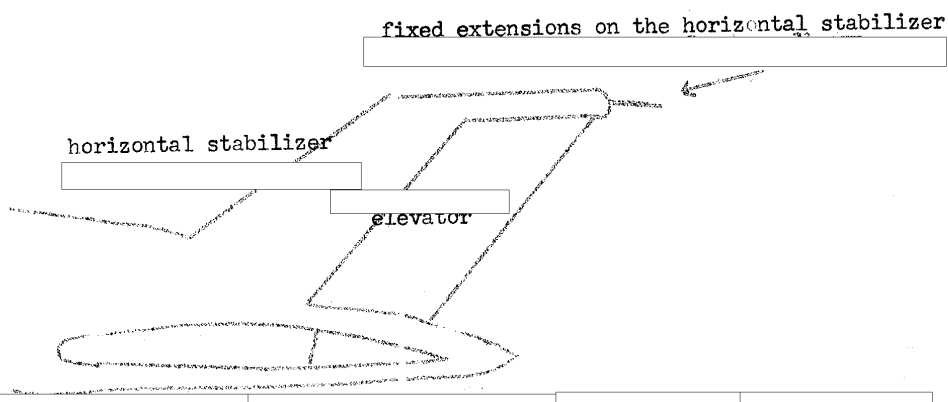
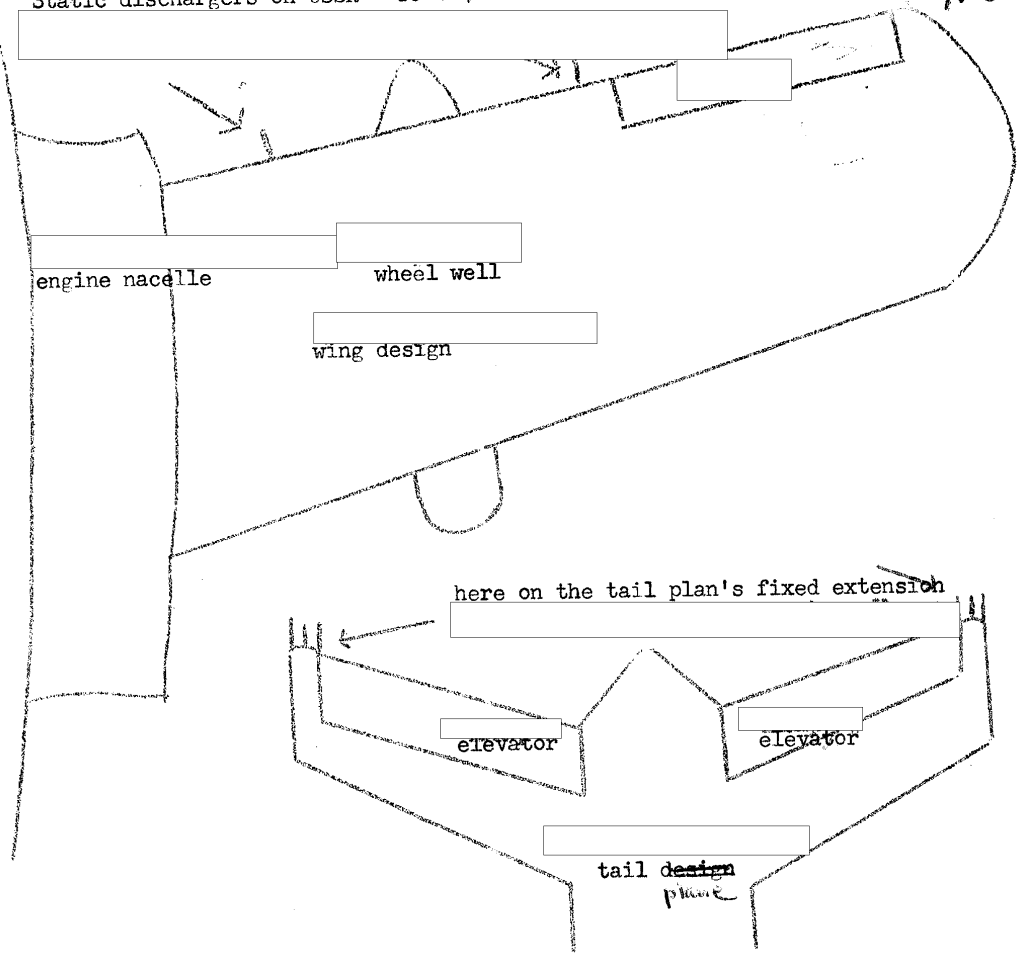
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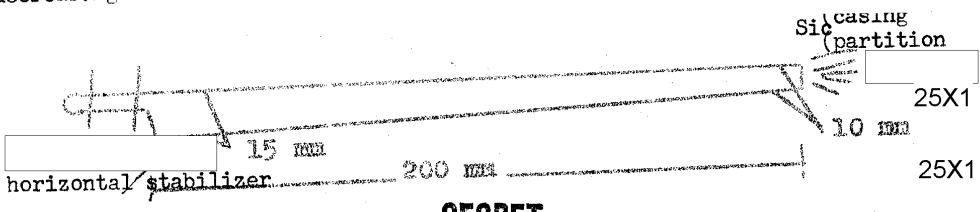
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The static discharger on the TU-104 is an aluminum tube about 200 mm long, fitted in the tail with a cotton (sic - casing or partition). The discharger is connected to the stabilizer and has a slightly tapered shape of about 15 mm in diameter at the stabilizer fin and decreasing to about 10 mm in diameter at the cotton(casing.. partition)



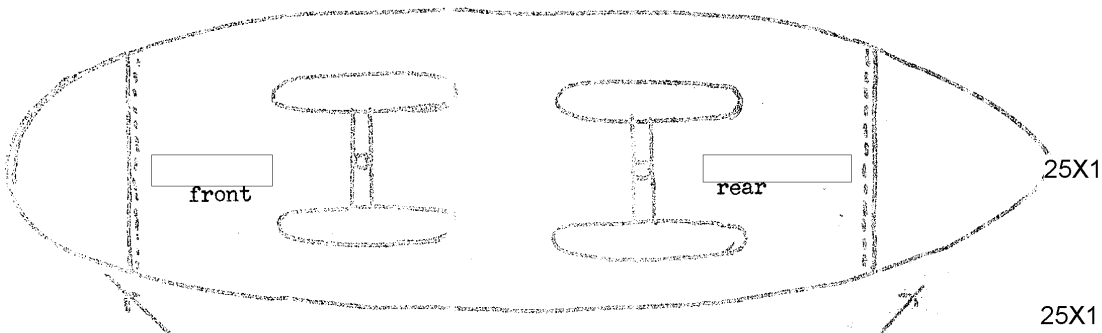
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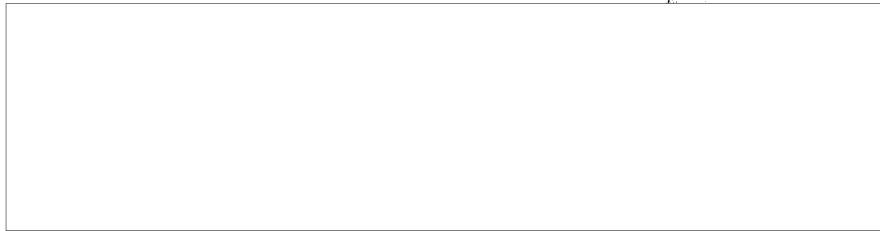
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Landing gear well on a Soviet TU-104 as seen from below



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The ends are made of a material similar to the screen which is over its radar.  
 The ends are grey to differ from the landing gear well's other color, which is  
 closest to an oxidized color similar to IL-14.  
 The ends are attached to the landing gear well by counter-sunk rivets, it is not possible  
 to see anything in the ends from within the landing gear well

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No. 3

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Soviet TU-104

All measurements are m/m, measured on the spot

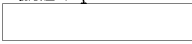
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Material: of cast aluminum about 2 m/m thick.



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hull plate



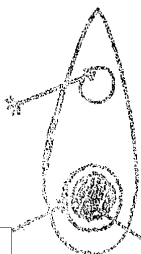
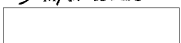
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5 1 1/4 m/m holes



25X1

5 m/m hole



33 m/m



50 m/m

25X1

10 m/m hole

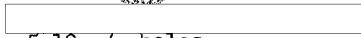


110 m/m



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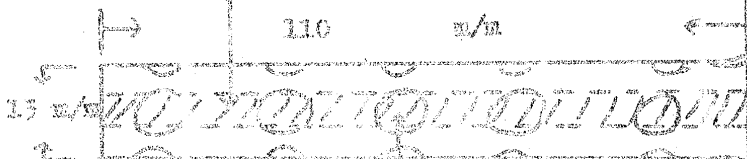
5 10 m/m holes



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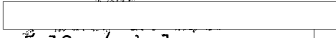
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110 m/m



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5 10 m/m holes



hull plate

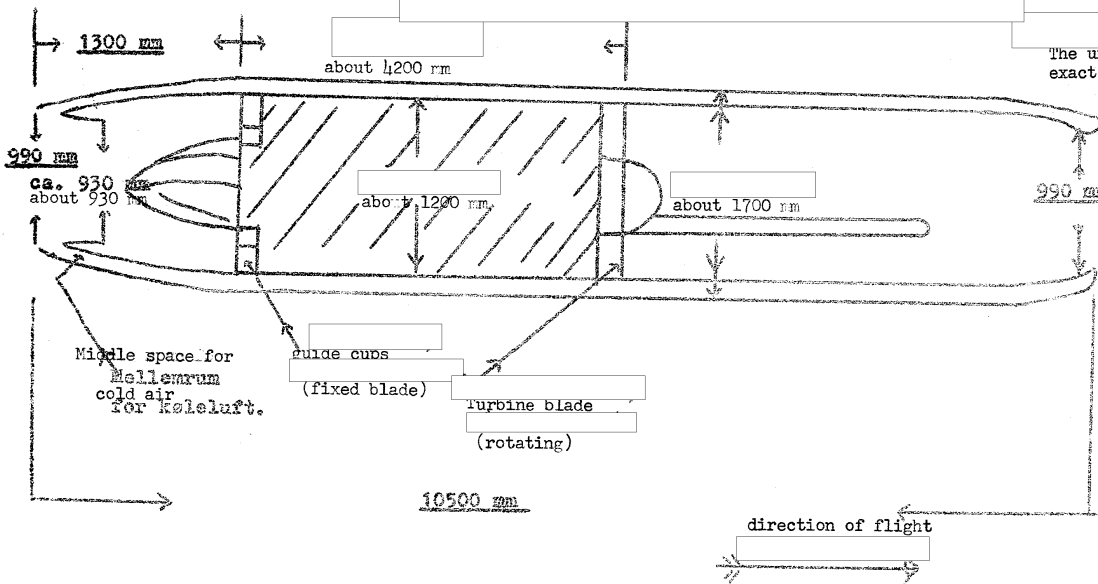
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Wo. 4  
not to scale

25X1  
25X1



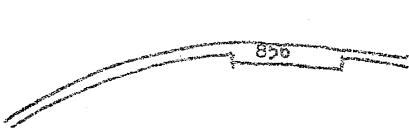
The underlined measurements are exact.

25X1  
Engine Aggregate seen from the front end. 25X1  
25X1  
25X1  
25X1  
25X1

Attention: The openings in the front and rear are

equally large. 25X1

25X1  
25X1



1-1 1/2 mm stainless steel rings Observed on the tail pipe of the left engine seen from the rear. On the steel rings uppers portion there is a rather small estension on which the number 856 was observed on the left engine and 846 --5 on the right engine.

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